

The Wheeling Intelligencer.

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HUNDREDS OF PEOPLE BURNED TO DEATH.

Several Towns in Minnesota Burned by Forest Fires and Five Hundred of the Inhabitants Perish in the Flames.

ALMOST INDESCRIBABLE SCENE OF HORROR OCCURS AT HINCKLEY.

Panic Stricken Men, Women and Children Flee Before the Pursuing Demon of Fire, but Many Are Overtaken and Are Literally Burned as They Run. Over Two Hundred Lives Lost in Hinckley Alone—A Hundred and Thirty Corpses Found in One Spot—Entire Families Wiped Out by the Destroyer and the Survivors Left Homeless—Thrilling Escape of a Train Freight with Four Hundred Human Lives—Frightful Flight of Another Train Across the Path of the Flames Over Burning Ties and Trestles—Many Heartrending Scenes Witnessed—Veritable Whirlwind of Fire Sweeps Away Everything Before It.

ST. PAUL, MINN., Sept. 2.—Six towns wiped out and more than 500 dead is the record made by the forest fires in this state in the last twenty-four hours. In Hinckley, Sandstone, Pokagama, Junction, Skunk Lake and Mission Creek there are 355 known dead. In addition several hundred are missing, while from 150 to 200 people are scattered on farms throughout the district burned over. The destruction was complete in most of the towns named, but some of the forest lands escaped. The loss, however, will be in the millions and the loss of life will not be definitely known for several days, if ever. The relief trains brought supplies sent out from this city, Minneapolis, Duluth and other Minnesota towns and the sufferers are being handsomely cared for at Pine City and other points.

The scenes reported by the railroad work trains are frightful. Governor Nelson, Mayor Smith, of St. Paul, and Mayor Eustis, of Minneapolis, have all issued proclamations calling on the people for help. Anything in the line of provisions, clothing or money will be very acceptable, as the need is very great. All the churches in this city, as well as the relief societies, have been throwing open their places for contributions, and several responses have been received.

St. Paul was quick to respond to the needs of the stricken people. In an incredibly short space of time \$4,000 worth of provisions and supplies were raised. Beginning at noon, one bakery turned out 2,307 loaves.

To the horror of death in its most horrible form must be added the utter desolation and destitution that has come upon thousands of others whose all has been swept away in the face of impending winter. There is a peculiar horror about the fatality in the admitted impossibility of identification of a very large proportion of the deaths.

THE AWFUL DETAILS

Of the Fires—Hinckley Wiped Out and Many Lives Lost—Thrilling Stories of the Calamity.

ST. PAUL, MINN., Sept. 2.—The town of Hinckley, with a population of from 1,000 to 1,500, has been wiped out by forest fires and not less than 200 people are dead. A special train with a force of reporters has gone to the scene. It is feared that several other towns have suffered a like fate, and the total loss of life is more than five hundred.

Millace called for help yesterday afternoon and the relief train from St. Cloud was unable to get beyond Bridgman.

THE DEAD.

A special to the Pioneer Press from Pine City, Minn., says: An estimate of the dead is as follows:

Hinckley, 200; Sandstone, 48; Sandstone Junction, 25; Pokagama, 25; Skunk Lake, 20; miscellaneous, 30; total, 335. The list of dead to date includes the following:

Sandy Henderson, ten years; John Henderson, twelve years; —Hanson, Mrs. Hanson, five Hanson children, Thomas Jones, —Chambers, Alex. Hanson and wife, Emily Hanson, sixteen years; Charlie Hanson, nineteen years; Charles Anderson, twenty years, cashier bank; Hans Mattison, twenty years; Mrs. William Ginder; Dennis Riley, yard watchman; Jim Bean, foreman Brennan Lumber Company; John Bean and wife, four Bean children, John Anderson and wife, two Anderson children, William Nesbitt, sawyer; Henry Hanson, T. Turzoon, —Lambert and son, Mrs. Martin and four children, Mrs. Blanchard and two children, Dr. C. H. Keely, of Brighton; B. E. Blanchard, wife and two children, Louis Nelson, employe Eastern railway; Foster Robertson, Nels Robertson, Mary Robertson, —Robertson, child, —Hoffman and wife, Emma Dolan, Belle O'Brien and Anna Wallace, demi-monde.

Mrs. Kostigan and three children; William Pinnor, sawyer; Patrick Murphy, sawyer; Orville Cox, Thomas Dunn, wife and four small children.

The walls of the schoolhouse, the iron fence about the town hall property, the bank vault and one absolutely uninjured outhouse is all that is left to mark the site of Hinckley, where yesterday stood a score of store buildings, and a dozen times as many dwelling houses.

STORY OF THE CATASTROPHE.

The story of the catastrophe which wiped out the material possessions that had made Hinckley a busy, prosperous little city, is a short one. The town was built of wood. The school house erected last year at a cost of \$10,000 and one-half the Duluth roundhouse were the only brick structures in the city. By one of those peculiar freaks for which there is no accounting, the Eastern Minnesota roundhouse and water tank on the south-western edge of the town almost in the woods, escaped the flames—a circumstance the more remarkable from the fact that it stood directly in the path of the flames, which seem to have jumped it as cleanly as if playing leap frog.

All yesterday afternoon the towns people were apprehensive. The smoke rolling up from the south told a story unmistakably plain to those accustomed to a wooded country. The fire kept advancing, fanned by the wind, which was blowing a gale. About 11 o'clock the fire company got out their engine and laid an eighteen-hundred-foot line of hose close to the southern outskirts of the town. The hose was all too short for the measure of protection desired and a telegram was sent to Rush

City for more. Five hundred feet were sent, but it never reached Hinckley. The main part of the village lies in the north fork, made by the crossing of the Duluth and Eastern tracks, the latter to the east and the former on the west.

CASE SUDDELY.

On the west side of the Duluth tracks were a few small houses belonging to the railway employes. The firemen's attention was mainly directed to keeping the fire away from them as the main business part of the city was built in solidly just across the track.

At 3 o'clock in the afternoon the fire literally jumped into the town. Its approach was not gradual. It did not eat its way along, devouring everything in its path, but came in huge leaps as it to overtake everything fleeing before it and then burned back at its leisure. It is described by those who witnessed its onward progress at Hinckley and elsewhere as if it were forced along by cyclones of its own generation. The intense heat would develop a veritable whirlwind of flame that actually twisted off poplar trees several inches in thickness and carried huge blazing fire brands high in the air and carrying them forward for some forty to eighty rods, there to fall and begin the work of devastation anew.

The fire first struck Hinckley on the east side of the Duluth track, and brave fighters for the first time gave up the unequal battle, already too late in many instances, turned their attention to their personal safety. The Eastern Minnesota train from the south had just come in, and the people of the panic-stricken city fled to it for safety. A number of box cars were coupled on and children and covered with men, women and children. Some were bareheaded, some wore coats, some few clutched a pitiful bundle of the more precious of their portable possessions. Families were separated. Children joined the throng and left their parents. In all there was a motley crowd of about 450 or more people. The train pulled out just ahead of the fire, and succeeded in ultimately reaching Duluth. This circumstance, while fortunate in a degree that cannot be estimated, had made the confusion greater, for it is not known who escaped in this way, and many people are reported dead who may be in safety. Had not this number of people, largely women and children, left the doomed city when they did the loss of life would have increased in a geometrical ratio, for their presence would have added immeasurably to the subsequent confusion.

A FRIGHTFUL HIDE.

About the same hour the accommodation train on the Hinckley and St. Cloud branch left for the latter place with about twenty-five passengers on board. Its path lay directly across the path of the fire and their situation speedily became desperate. The ties were burning, the rails were warping and the trestles were sagging under the strain. The smoke had increased so that the engineer was helpless. He could not see the track behind him. Burning trees lay across the track and tossed aside by the engine. Suddenly the track gave way and the train toppled off to one side. No one was injured and they pressed to Pokagama station a few rods ahead. But a few feet ahead of the engine was discovered a gorge sixty feet wide and forty feet deep, where the trestle had been burned away. They succeeded in reaching the clearing about the station and escaped with a few burns and bruises. There were burned along the track, however, four or five people, including Dr. Keelcor, of New Brighton, who had come up to look after his brother.

The people who were left in the city were in what seemed to be an almost hopeless condition. Egress by the only means of transportation that could hope to distance the swiftly advancing flames, was out of the question. The men had been fighting fire for hours, and the women and children were in a panic-stricken condition. Many of them were of the more ignorant of the population, for a very large percentage of the people who got out on the Great Northern railroad were of the more intelligent class. Horses were harnessed to buggies and wagons. Women and children were hurriedly loaded. In some cases attempts were made to carry off some household goods, but in most instances the people had no thought for aught but their lives.

THE PURSUING DEMON.

Probably 200 of them left town on foot or in vehicles, plunging into the woods to the north across the Grindstone river, which skirts the town on the north. They were literally fleeing before the pursuing demon of fire. Over the hill that rises beyond the Grindstone is a swamp and to this most of the people with teams headed, but it proved no protection. The fire gave them no opportunity to go further. Some abandoned their teams and ran into the lower portions of the morass, but the fire sought them out. Not one was left to tell the tale and there this morning, in a space of little more than four or five acres, were counted over 130 corpses. There were families of five, six and seven, and there they lay, the men generally a little in advance, the mother surrounded by her little ones, cut off by the most horrible of deaths.

Nearly all the bodies were nude, the fire having burned every vestige of their clothing and blackened and charred many of the corpses beyond recognition. Many of the families were wiped out as they were overpowered. Identification is absolutely out of the question. Those who fled to the north on foot followed the Duluth track, and so rapid was the progress of the flames that many of them were actually burned as they fled, falling on the right of way for a dis-

tance of three miles or more. Nearly thirty bodies were recovered here alone. Some of the foremost of the escaping citizens met the Duluth train coming in from the north. It was due at Hinckley at 4:05.

JUST IN TIME.

Engineer Jim Root was at the throttle. He stopped the train and took on board about 125 of the refugees who crowded into the train, completely filling it, for it had a passenger list almost as large. By this time the woods were blazing on each side of the track, and as Root reversed his engine and started back, the cars scorched and cracked in the heat. Root ran the train back about three miles to Skunk Lake and the people escaped from the burning cars to the water, and no lives were lost, except of passengers or refugees.

The people who remained in Hinckley fared the best of all. The Eastern Minnesota tracks mark the eastern edge of the city proper. Just beyond the road owned a tract of land, probably embracing at least ten acres. It was purchased for a gravel pit to furnish material to fill up the approach of the company's bridge across the Grindstone and at other points on its line. To the fact that it had been used for this purpose, almost to its exhaustion, about a hundred Hinckleyites owe their lives. The whole area indicated had been excavated to a depth in the center of thirty or forty feet. There was a stagnant pool of rainwater in the center, three feet in greatest depth. The pit was wide and deep and to it fled those citizens who were willing to trust to its friendly depths. There were possibly a hundred of them, and in addition to the human beings a number of domestic animals sought safety there.

REFUGE IN THE RIVER.

It was really the safest place about Hinckley. Three or four hundred trunks which were rolled only half way down the sloping bank passed through the fire unscathed. The people went in here as the eastern train pulled out a few minutes after 4 o'clock and here they remained until after 8, while the smoke and flames from the burning city rolled over their heads. They dashed water over each other and covered their heads with wet clothes to prevent suffocation. One unknown man succumbed to the smoke or the terrible strain and fell in the water and was drowned. So far as known this was the only tragedy of the gravel pit. Others of the citizens sought refuge in the Grindstone river under the abutments of the two railway bridges and the foot bridge. The exact number cannot be known, as they were scattered along a considerable distance. That many escaped and some were drowned is well known. Mrs. Martin Martinson and her four little children were taken, drowned, from the water this morning.

In the meantime Hinckley was burning with frightful rapidity and in a few hours nothing was left but blackened ruins. The loss will certainly exceed a million dollars, but with light insurance.

THE STATE OF SANDSTONE.

The situation at Sandstone is even more appalling than at Hinckley, except in point of numbers. Of the 200 people in the town one-fourth are dead. Otto Stadlerfeldt reached here from that place to-night.

He says the people were just preparing to leave when the fire closed in on three sides and not a single person saved a thing except his clothing. About 100 went to the river and 50 or 60 were burned to death. At 4 o'clock this morning he saw over forty bodies charred and burned lying on every side. The people who were saved are living on potatoes and carrots left in the ground.

Mr. Gilroy, conductor on the Eastern Minnesota road, says all bridges have been burned. One gentleman found forty-seven dead bodies at Sandstone lying uncared for in the sun. The people are destitute of everything.

In addition to forty-seven bodies at Sandstone there are twenty at Kettle river junction. All the settlers in the vicinity are probably burned to death. O'Neill Brothers had twelve camps in the woods there and all those are burned. Most of the inmates, however, are believed to have escaped with their lives.

There are eleven homeless families at Mission Creek and the same story is true of several other places in that vicinity.

Another dispatch says: Nothing further has yet been received from Millace, and how much may have been the suffering cannot at this time be known. Bridgman was apparently safe after a hard fight. The flames, however, have been very threatening around that town and as it is very dry all over that part of the state, the worst is feared.

MANY DEAD STORIES.

The party that came through the fires around Hinckley in the hand car suffered severely from burns. Their injuries, however, will not prove fatal. They tell many sad stories of what they saw. One woman who had evidently tried to save her five children was overtaken by the fiery flames and the whole family perished close to the railroad track. Another case was where a mother, seeing her house in flames, ran in to save her children. Her husband also followed her, and the walls of the house caved in before they could get out.

The passenger train from Duluth which these men were on is in ashes, and the rest of the passengers have taken refuge in a marsh near Skunk Lake, where they are surrounded by fire. The engineer was badly burned by the flames, but stuck to his post and got all of the passengers out of the fire safely. This engineer, James Root, is one of the best known and pluckiest of those in the employ of the St. Paul & Duluth. He tried to take his train through the flames to Hinckley, but when the cars caught from the flying embers he reversed his engine and backed at full speed to Skunk Lake. It was so dark during the day yesterday that it was almost impossible for anyone to see one hundred feet away, and during the night the headlights on the engine were useless. Engineer Root's injuries are quite serious, but it is hoped that he will recover, although one report gives no hope. The little town of Mission Creek, some little distance north of Hinckley, is also reported in ashes.

Special trains were sent out, both from Duluth and St. Paul to-day, with full military force and all that is possible to be done, will be done. A private dispatch received this evening from the burned district states positively that 250 dead bodies have already been recovered, so that the estimate made above may be considered decidedly conservative.

The losses in the neighborhood of

St. Cloud, which is on the western edge of the forest fires, are estimated at \$200,000, and from that point east and north nearly everything is burning. The fires are raging at Becker and Aitken counties, where many farm houses and much grain has been lost, as well as timber.

ROOT'S HEROIC CONDUCT.

In a later dispatch are the following particulars of Engineer Root's heroism:

From the stories of passengers on the limited train, which was burned near Hinckley, the entire train crew deserve to be placed on the roll of honor for personal heroism. Engineer James Root, of White Bear, heads the list. He was badly burned and almost blinded, and fell from his seat unconscious immediately after getting through the fires. When about two miles north of Hinckley, Engineer Root first discovered that the fires, which had been burning on both sides of the track, were racing him for his life and the lives of his passengers. Cinders were flying in every direction, and the smoke was so dense that it was well nigh impossible to see beyond the cab windows with the aid of the powerful headlights.

When about a mile and a half from Hinckley the fire overtook the train and overleaped it, so that the train was literally surrounded by flames. The air was stifling, and the clothes of both engineer and fireman caught fire. McGowan leaped into the water tank, extinguishing the fire in his clothes, and then, seizing a bucket, dashed the water several times over the burning engineer.

Root steadily kept at his post, although scarcely able to sit upright. In the meantime the passengers could see nothing, but heard the roaring of the oncoming tornado of fire and soon the glare outside was too much for the reason of a number of them. The rear car caught fire as the flames overtook it and the passengers rushed headlong into the forward cars. Conductor Sullivan with his plucky associates walked up and down the aisle, doing their best to soothe the frightened passengers. The windows broke from the heat and several of the men passengers, too terrified for further self-control, with a terribly cry, leaped headlong through one of the windows and were swallowed up in the flames outside. Others seeing this action quickly followed and altogether in the next ten minutes a dozen men leaped to death in the flames in a like manner. The women whose terror had been pitiful a few minutes before, now came heroically to the help of the trainmen in endeavoring to soothe the frightened children, a number of whom were on the train.

Engineer Root saw there was no outlet apparently for his train ahead and concluded to turn back over rather than encounter possibly greater perils before them. He backed at a fast speed to Skunk Lake, a little settlement five miles north of Hinckley, and the passengers deserted the burning train at that place seeking refuge in a swamp, where they spent the night.

This morning a relief train from the north was brought through Hinckley and on to this city. The relief train carried a supply of hand cars, which were used in picking up the bodies of the dead along the track. One hundred bodies were picked up and brought into Hinckley before the relief train came on to this city with the injured passengers and trainmen.

OTHER TOWNS BURNING.

No trains are running west of Hinckley, and it is impossible to get accurate information. Carlton, Rutledge and other towns in the north are reported burned to the ground. The Eastern Minnesota railroad is gutted and the Omaha has fared little better.

The Eastern Minnesota train from Hinckley to St. Paul, at 4 o'clock, the limited, on Sunday took about 500 people to Duluth, all of whom are reported all right. This train got over the bridges safe a few minutes before they were burned.

At Pine Town, three miles east of Pine City, south of the Snake river, and west of St. Croix, a fearful fire is burning and is sweeping everything before it.

As for the loss of property, it is impossible to make even an approximation, but it certainly runs up into the millions, two or three millions of dollars worth of property between Hinckley and Duluth having been reduced to ashes and cinders.

The clean-out has been so complete that many people have not the ambition left to build new homes on top of the ruins. Most of them will scatter to all parts of the country to find their friends as soon as they can.

The generous instincts of a generous people has been aroused, and adequate measures of relief are now under way. St. Paul responded nobly to the call for assistance published in yesterday morning's Pioneer Press, and when at 6:30 o'clock this afternoon the train from St. Paul bearing the members of the relief committee and their generous donations arrived at Pine City, the people were more than grateful for the quick response. St. Paul sent tents, food and money on the first train.

At Other Points.

DAY CITY, MINN., Sept. 2.—Forest fires are raging throughout Tazewell county, doing great damage. At Gage town, people have plowed around buildings to keep them from burning. Unless rain is sent soon, nothing but a miracle can save the town.

At Gladwin, a crew is kept busy fighting fire that threatens to destroy the Michigan Central roundhouse and other buildings.

Sleicher's camp, two miles out from Gladwin on the railroad track, has been burned. The fire was so hot that every light of glass in the passenger coach of the evening train which was passing were cracked.

Steamship News.

NEW YORK, Sept. 2.—Arrived—La Bretagne, from Havre.

For West Virginia, Western Pennsylvania and Ohio, generally fair, probably cool, variable winds.

THE TEMPERATURE SATURDAY.

As furnished by G. S. KENNEDY, druggist, corner Market and Fourteenth streets.

7 a. m. 61° 2 p. m. 67° 5 p. m. 63° 10 p. m. 59° 11 p. m. 55° 12 m. 51°

SUNDAY.

7 a. m. 63° 2 p. m. 67° 5 p. m. 61° 10 p. m. 59° 11 p. m. 55° 12 m. 51°

Weather—Fair.

A GREAT FIGHT

Will Be Inaugurated in the Second District on Wednesday.

ELKINS REPUBLICAN CONVENTION

To Nominate the Successor of William L. Wilson—Ex-President Harrison, Who Will Visit Ex-Secretary Elkins, to Be One of the Speakers. A. G. Dayton's Nomination Probable. His Splendid Qualifications—Able, Eloquent and Aggressive—Enthusiasm of Young Men for Him.

Piedmont, W. Va., Sept. 2.—Now that the Martinsburg convention has enacted its spectacular performance, and with scenic effects and pyrotechnic oratory declared for a further onslaught on the tariff in the re-nomination for Congress of that advanced tariff reformer and herald of free trade, the Hon. William L. Wilson, public interest centers on the Elkins convention that will meet next Wednesday to nominate the man who will do battle for the Republican cause in the preservation of a stable tariff system founded on protective principles. There is every indication that the gathering at Elkins will be of mammoth proportions, making a great and enthusiastic convention.

Aside from the nomination of the candidate, the convention will be honored with an especial attention in the presence of ex-President Harrison, who will be there and make an address. This advice comes authentically and has just been made known, causing quite a stir among Republicans, and adding interest and enthusiasm to the occasion. The distinguished statesman will be the guest of his late secretary of war, the Hon. Stephen R. Elkins. Other men of note are expected to grace the convention with their presence, all of the party leaders in the district will attend and others from different parts of the state; and, altogether, the convention held fair to be a memorable one, and a fitting prelude to the great contest that is pending.

ENTHUSIASTIC AND UNITED.

Were a Presidential election at hand there could scarcely be more earnest enthusiasm than that which Republicans all over the district are now showing, and the Congressional nominee at Elkins will be sent forth by a convention representing a united and determined party, eager for the battle, in which no quarter will be asked or given. Who will that man be whom the Republicans firmly believe is destined to put an effectual quietus on Chairman Wilson's penchant for free trade legislation? This is the fruitful topic of discussion now, and the consensus of opinion accepts the trend of events leading up to the Elkins convention as foreshadowing the nomination of the Hon. A. G. Dayton, of Philip. In fact, even those who have been partial to other party leaders are now freely acknowledging that it looks very much like Dayton as a for-gone conclusion.

Some few of the eastern panhandle counties favor ex-Secretary of War Elkins, and would like to force the nomination upon him. If this is attempted, the result will be the same as that of the state convention of 1892, when the convention arose as a body and with dramatic clamor called upon Mr. Elkins to accept the gubernatorial nomination, but without avail. And so it will be in this case, as it is known upon the highest authority that under no circumstances will Mr. Elkins take the nomination for Congress, for good and sufficient reasons of his own.

OTHER CANDIDATES.

Mr. Mason and Mr. Sturgis also have a host of friends and admirers, who would like to see their special favorite named.

Mr. Mason has not been a candidate from the beginning, and in an interview published in the Wheeling Intelligencer recently, he said his name would not be presented at the convention.

It is understood that Mr. Sturgis would accept the nomination if it were tendered to him, but the sentiment of the majority of the delegates who have been appointed by the various counties is considered so strong for Dayton that it looks like he would go through on the first ballot, if not by acclamation, leaving no opening for any other name to be sprung on the convention.

The situation as it stands now is exceedingly complimentary to Mr. Dayton, and the strong hold he has gained on the district is a conclusive guarantee of his popularity and ability. He has made friends everywhere, and being a profound student of public questions, a faithful and earnest Republican, a vigorous campaigner and an orator of conspicuous talents, he is regarded as thoroughly competent to cope with Mr. Wilson, and prove a legislator in whose hands the interest of the district could be safely entrusted.

YOUNG MEN TO THE FRONT.

Another strong undercurrent which has operated in Mr. Dayton's favor received its impetus in a general feeling over the district to bring into a more active and prominent part in politics the younger men of the party, and this element is anxious to see Mr. Dayton nominated as a recognition of the "Young Men's Movement." Summing up the situation, it therefore looks like Mr. Wilson's competitor will be found in the person of A. G. Dayton, who was, by the way, a student under Mr. Wilson in the Morgantown University. There will go to the convention perhaps one-half, or at least a third, of the delegates who will be for Dayton first and last, in the sincere conviction that he will make the strongest candidate and poll the largest possible vote under all the circumstances, and with Mr. Elkins eliminated from the contest, Dayton's following will be so increased that he will undoubtedly get a considerable majority of the convention on the first ballot.

Fortney, of Preston, and Holt, of Taylor county, may be presented by their respective counties, and given a complimentary vote, although both of the delegations from these counties are known to be nearly or substantially solid for Dayton, after their own local candidates.

There is a public understanding that Mr. Wilson will have the national ad-

ministration at his back, but this will be done with a finesse of detail, and in an earnest, systematic way, more than is generally known. Not only will the national administration bring all of its influence to bear on the contest, but national speakers will be on every hustings to plead Mr. Wilson's cause, and an unlimited supply of money will be so readily furnished that it would seem there had never been a financial panic.

A SMALL CYCLONE

Does Considerable Damage at Louisville. People Panic-Stricken.

LOUISVILLE, KY., Sept. 2.—A small cyclone struck the southwestern part of this city to-day about 3 o'clock and did about \$12,000 worth of damage. That the destructive cloud was too high is the only reason that the terrible scenes of the cyclone of 1890 were not repeated. As it was, the people living in the vicinity were nearly frightened to death and several of them had narrow escapes from being killed.

The Columbian school house, a two story brick on Eighteenth street, between Ormsby and Stratton, was completely wrecked. At Danke & Company's planing mill, the roof was blown off and the engine and boiler blown out of the building.

The two-story carpenter shop of Tieschendorf and Kokonkur was also completely wrecked and several dwellings badly damaged. All over the western part of the city trees and fences were blown down and electric and telephone wires prostrated.

Laying the New Cable.

NEW YORK, Sept. 2.—The cable steamer, Mackay-Bennett, passed up the bay close to Long Island shore to-day, laying the shore end of the commercial cable.

The work of laying the cable was accomplished without the slightest difficulty. The surface of the bay was without a ripple and no sailing craft impeded the laying of the cable or obstructed the steamer's course.

The President's Sunday.

BUZZARD'S BAY, MASS., Sept. 2.—President Cleveland remained at home all day, remaining most of the time on the veranda. The excursionists on the steamboats passing got a view of the President and Mrs. Cleveland and there were occasional demonstrations to which the President responded, bowing his acknowledgments.

Nothing Seen of the Robbers.

SALINA, KANSAS, Sept. 2.—Nothing has been seen of the Tescott bank robbers after they turned into the hills in the western part of this county yesterday and most of the pursuers have given up the chase. The robbers are supposed to have come from the Indian territory. They were dressed like cowboys and rode Texas ponies.

The Portuguese Cabinet.

LISBON, Sept. 2.—The ministerial crisis has been passed by a remodeling of the cabinet. Senhor Ribeiro, the prime minister, will retain the finance portfolio, abandoning the position of foreign minister, which will be taken by Senhor D'Alva, the former minister of public works, industry and commerce. Senhor Henriques will succeed Senhor D'Alva.

Potters Won't Stand It.

TRINTON, N. J., Sept. 2.—The Operative Potters of this city have voted not to accept any further cut in wages.

Some of the manufacturers think there should be a further cut of 17 1/2 per cent, but others will not ask more than 7 1/2 per cent.

BRIEFS FROM THE WIRES.

The Russian squadron has gone to Korea to protect Russian interests.

A small cyclone at Louisville, Ky., destroyed \$12,000 worth of property.

A press used by nihilists to publish nihilistic literature has been seized by the Russian government.

Prayers were said at the church of the Madeleine, in Paris, yesterday, for the Comte de Paris, who is thought to be dying in London.

A case of cholera was reported yesterday at Nieuwpoort, West Flanders. There was also one case at Sykenisse. One death from the disease occurred at Bokness, Belgium.

As a sequel to Bishop Scannell's arrest for contempt at Omaha in refusing to open the doors of St. Paul's church on the order of the district court, services were held there yesterday under protection by the bishop's opponents. Police protection was necessary.

As a revenge against the *Atropolis*, a newspaper in Athens, which had criticized them, members of the Italian army mobbed the office and destroyed the contents, machinery, &c. They then proceeded to the residence of the editor and committed a similar outrage.

Coupon, Part No. 17

MASTERPIECES

Art Galleries of the World.

This Coupon, with 10c, is good for Part 17 of "MASTERPIECES FROM THE ART GALLERIES OF THE WORLD." One part issued each week.

ART PORTFOLIO DEPARTMENT
Intelligencer Publishing Co.

COUPON

PART No. 23,

GLIMPSES OF AMERICA

This Coupon, with 10c, is good for Part 23 of "GLIMPSES OF AMERICA." One part issued each week.

ART PORTFOLIO DEPARTMENT
Intelligencer Publishing Co.